(c) the total number of aircrafts proposed to be purchased by the Government and the finance allocation for this purpose?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Indian Airlines has not inducted any new aircraft since 1994. Thus, average age of Indian Airlines aircrafts is subsequently higher than that of competitors. Indian Airlines has been taking aircraft on dry lease to meet its expansion plans. However, to meet its long term requirements, Indian Airlines proposes to acquire 43 aircraft at a cost of Rs. 10,287 crores.

Air India is presently taking aircraft on dry lease basis to meet its capacity expansion plans. However, Air India Board has approved a fleet acquisition Plan for the period upto 2012/13. This Plan envisages the acquisition of 18 B737-800W aircraft for its new airline susidiary Air India Express and 50 aircraft for Air India. A Project Report for the acquisition of 18 B737-800W aircraft at an estimated cost of Rs. 4,951.60 crores for Air India Express has been submitted to the Government for approval. Air India has invited offers for the 50 aircraft. Technical and financial bids are under evaluation. The final cost outlay in respect of this purchase has yet not been finalised.

New European regulations for Airlines

2786. SHRI T.S. BAJWA: Will the Minister of CIVIL AVIATION be pleased to refer to the answer to Unstarred Question 9 given in the Rajya Sabha on the 1st March, 2005 and state:

(a) whether the law or similar law will be applicable to the domestic airlines; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) There is presently no proposal to enact a law in line with the regulation adopted by European Union (EU) providing for compensation and assistance to air passengers in the event of denied boarding the cancellation or long delay of flights. The present international air law as established by Warsaw Convention and Montreal Convention 1999 envisage only a measure of facilitation and do not contemplate any punitive action against airlines. Most airlines in India

already have procedures in place for providing standard passenger facilitation measures in the event of delay/postponement of flights and do everything within their means to ensure that stranded passengers are not inconvenienced. Besides, because of the very nature of the air transportation industry, safety considerations have to be given foremost priority and reasons for delay of the flights are often beyond the control of the airlines. Such a punitive law may also end up increasing the cost of air travel considerably as airlines may be compelled to pass on a part of the financial burden to the passengers.

Flights handled at HAL Airport, Bangalore

2787. SHRI K.B. KRISHNAMURTHY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of flights being handled by HAL Airport, Bangalore, everyday;

(b) the number of passengers travelling every day to various places by different flights from HAL Airport;

(c) whether there is any proposal to instal Automated Air Traffic Control System at HAL Airport;

(d) if so, the estimated cost of the same and the steps taken to procure the same;

(e) what is the percentage of aircrafts that can be accommodated in the same airspace with the installation of the above ATC at HAL Airport; and

(f) by when, it will be installed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The average number of flights handled per day at Bangalore Airport during 2004-05 is 153 (19 International and 134 domestic).

(b) The average number of passengers handled per day at this airport during 2004-05 is 11, 264 (1,840 International and 9,424 domestic).

(c) Flight Data Processing System (FDPS) has been installed. Radar Date Processing System (RDPS) is under implementaion.